

920914MD
RICHARD J. HAYES, JR.

ATTORNEY AT LAW

13809 BLACK MEADOW ROAD
GREENWOOD PLANTATION
SPOTSYLVANIA, VIRGINIA 22553

PRACTICE LIMITED TO MATTERS BEFORE THE
FEDERAL COMMUNICATIONS COMMISSION

RECEIVED

ADMITTED IN GEORGIA

SEP. 14 1992

MAIL BRANCH

SEP 15 2 20 PM '92

AUDIO SERVICES DIVISION 3) 972-7941

September 9, 1992

Ms. Donna R. Searcy
Secretary
Federal Communications Commission
1919 M Street, N.W.
Washington, D.C. 20554

RECEIVED

SEP 14 1992

RE: FAA No Hazard Determination & Amendment
Charles A. Farmer, Individual Applicant
Ilwaco, Washington (Channel 280C3)
FCC File No. BPH-920518MA

FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF THE SECRETARY

Dear Ms. Searcy:

Transmitted herewith, on behalf of Charles A. Farmer, an individual applicant for Channel 280C2 at Ilwaco, Washington, through counsel, is an original and two (2) copies of an "Amendment" together with the "No Hazard Determination," issued by the Federal Aviation Administration (FAA). This "No Hazard Determination" is being submitted in accordance with the rules and regulations of the Federal Communications Commission.

Should any questions arise concerning this matter, please contact the undersigned, directly.

Respectfully submitted,

CHARLES A. FARMER

By:

Richard J. Hayes, Jr.

Richard J. Hayes, Jr., Esq.
His Attorney

FM EXAMINERS

SEP 15 6 14 PM '92

RECEIVED

RJH:tb
Enclosures

AMENDMENT TO APPLICATION FOR NEW FM CONSTRUCTION PERMIT
Charles A. Farmer, Applicant
Ilwaco, Washington (Channel 280C3)
FCC File No. BPH-920518MA


SEP 15 2 20 PM '92
ADMIN SERVICES
DIVISION

The application of Charles A. Farmer, is hereby amended to include the attached Federal Aviation Administration "No Hazard Determination," in connection with his construction permit application, identified above.

This amendment is filed for the purpose of complying with the Rules and Regulations of the Federal Communications Commission. Therefore, kindly incorporate this "Amendment" and the attached "No Hazard Determination" with the application file of Charles A. Farmer for a new broadcast station on Channel 280C3 at Ilwaco, Washington.

Respectfully submitted,

CHARLES A. FARMER

By: 
Richard J. Hayes, Jr., Esq.
His Attorney

Dated: September 9, 1992

Richard J. Hayes, Jr.
Attorney at Law
13809 Black Meadow Road
Spotsylvania, Virginia 22553
(703) 972-2690

RECEIVED

SEP 14 1992

MAIL BRANCH



U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Northwest Mountain Region
System Management Branch, ANM-530
1601 Lind Avenue, S.W.
Renton, WA 98055-4056

RECEIVED

REPLY REFER TO
AERONAUTICAL STUDY
NO. 92-ANM-0336-OE

SEP 14 1992

MAIL BRANCH

DETERMINATION OF NO HAZARD TO AIR NAVIGATION

SPONSOR	Mr. Charles A. Farmer 1490 Marine Drive Astoria, Oregon 97103	CONSTRUCTION	
		PLACE NAME	
		Ilwaco, Washington	
		LATITUDE 46°20'55"	LONGITUDE 124°01'12"
CONSTRUCTION PROPOSED	DESCRIPTION 270' FM Antenna/Tower	HEIGHT (IN FEET)	
		ABOVE GROUND 270'	ABOVE MSL 480'

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions:

The obstruction be appropriately marked and lighted in accordance with FAA Advisory Circular 70/7460-1H, "Obstruction Marking and Lighting," Chapters 3, 4, 5, and 13. This circular is available free of charge from the Department of Transportation, Distribution Unit, TAD 494.3, 400 7th Street SW, Washington, D. C. 20590.

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

- ☐ At least 48 hours before the start of construction (use the enclosed FAA form)
☒ Within five days after the construction reaches its greatest height (use the enclosed FAA form)

This determination expires on **March 20, 1993** unless

- (a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be postmarked or delivered to the issuing office at least 15 days prior to the expiration date.

This determination is subject to review if an interested party files a petition on or before **September 10, 1992**. In the event a petition for review is filed, it should be submitted in triplicate to the Manager, Flight Information and Obstructions Branch, AAT-210, Federal Aviation Administration, Washington, D.C. 20591 and contain a full statement of the basis upon which it is made.

This determination becomes final on **September 20, 1992** unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

This determination, issued in accordance with FAA Part 77, concerns the effect of this proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

SIGNED

Richard E. Prang
Richard E. Prang

TITLE

Manager, Systems Management Branch, ANM-530

ISSUED IN

Seattle, Washington

ON

August 11, 1992

92-ANM-0336-0E

The proposed structure would be located approximately 2.3 miles north-northwest of Port of Ilwaco airport, Ilwaco, Washington.

The structure will exceed obstruction standards of Federal Aviation Regulations (FAR) Part 77 as follows:

Section 77.23(a)(2) - a height AGL or airport elevation, whichever is higher, exceeding 200 feet within 3 miles by 70 feet.

The proposal was not circulated for comments because there was no adverse impact on either IFR or VFR aircraft operations.

The proposal would not effect any existing or planned terminal Instrument Flight Rules (IFR) operations, procedures, or minimum flight altitudes.

The proposal would be located outside the airport traffic pattern area for all category aircraft utilizing Port of Ilwaco airport. It would be located outside the lateral limits of any Visual Flight Rules (VFR) route.

Therefore, it is determined that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace if appropriately marked and lighted.

RECEIVED

SEP 14 1992

MAIL BRANCH